

# Model Flying Hawkes Bay



## Club Newsletter – issue # 117 August 2020

### From the Editor's desk;

*Greetings All,  
Another month and another issue and slowly we're getting back to normal, whatever normal is these days, which I suspect will be a different normal and maybe changed for ever. How lucky we are to have our workshop bolt holes and Awatoto and Black Bridge Fields to ply our trade. Home is our haven and I don't think there will be much activity across our borders in the near future. The bright light on the horizon last month was the interest and attendance at our AGM with 40 members attending a good interactive meeting with lots of positive vibes all round for our new committee to take on board.*



Harvey's Nieuport 28

*It's great to see the monthly field barbecues re-instated, Secretary Barry's organisation, remember 2<sup>nd</sup> Sunday each month with 3<sup>rd</sup> Sunday as a rain date. If you can help Barry please give him a call, and that doesn't mean just turning the sausages. He needs help in buying, setting up, cleaning up and putting away, your call.*

*Once again as editor I've been well supported and we have another busy newsletter thanks to all the contributors. I hope you enjoy the information and the read. Ed.*

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**Contributors to this issue #117;**  
 Brett Robinson, / Rob Lockyer / Chris Wong / Gavin Shute / Barry Lennox / Bernard Scott / Barrie Russell / Lance Hickey / John Clarke / Barry Price / Mark Larsen / Myles Maloney / Harvey Stiver / Kevin Botherway / Clive Baker / Joe Connolly / Hamish McLagan / & others.

### Up Coming Events; August 2020

**Committee meeting ; Tuesday 11<sup>th</sup> August**

**Sundays; Club Days General flying**

**2<sup>nd</sup> Sunday Barbecue; Sunday 9<sup>th</sup> August**

**Rain Date Barbecue; Sunday 16<sup>th</sup> August**

**NDC Vintage; Sat/Sun August**

**NDC Soaring; Sat/Sun August**

**Tuesdays; "Shed Morning" Awatoto**

**Thursdays; Vintage mornings Awatoto field**

**P.S.** Just received this email from our newest Junior member, **James Black**, who scored a couple of aircraft from the AGM night give-away draw. I think his note and the picture says it all ....

**Hi Barrie,** Below are a few words from JB. He is really looking forward to getting out to the club soon!  
Regards, **Gus Black.** ( James' Dad.)

**To Barrie and MFHB members,** thank you for the planes and batteries you gifted to me. On Saturday I flew one of the planes with **Jacob Wardley** and I loved it. We had a crash but fixed it right away and flew many more times without crashing. Thanks to **Jacob** for the tips and helping me to fly. **James (JB)**



**Jacob and James** with his AGM night motor glider looking rather pleased with themselves. Once again we're experiencing a surge in our Junior membership, currently standing at nine and growing. How good is that for the club and the hobby. Congratulation **James** and Thank you **Jacob**, well done to you and all who are encouraging and helping. **Ed.**



# PREZ SEZ

August 2020



## Greetings All.

Since the last Newsletter we have had our AGM.

It was a brilliant turn out of 40 members from all our Life Members being present to young Jacob Wardley a junior, the normal participants were there to keep everybody honest along with a lot of new faces. We had all nominations for all positions filled, which puts the Club in a good position, I thought the atmosphere at the meeting was incredibly good, with our Patron Harvey Stiver opening the meeting with words of encouragement.

I would like to take this opportunity to thank the members of committee that stood down, for the work that they have put into the Club and its management over many years. I also look forward to working with the new committee.

There must be a special thanks to Robert Lockyer (Treasurer) and Mike Shears (Club Captain) for the exceptional amount of time and effort put into their roles.

At the conclusion of the meeting Barrie Russell had acquired a collection of models (as Barrie tends to do) set up tables for a free draw and a donation type purchase system. This went down well with the members and I believe Barrie did not get to take anything home.

This brings us to last weekend, two days of magnificent weather, Saturday saw the Vintage people doing their thing, and the flight line also being utilised.

Sunday saw the biggest turn out that I have seen there in the last 12 months, we had all sorts in attendance, fixed wing, vintage, radians, helicopters, racing drones, foam Jets doing 100's of mph, it was good to see that everybody was getting their shot at the sky with people working in with each other and a little patience being applied.

This is what the Club is all about, KEEP IT UP.

Barrie Russell as you are probably aware has put his hand up to be Newsletter editor, you have probably noticed the enthusiasm, he loves being in the midst of it and knowing what every body is up to. To keep this going he needs input, no matter how small or how big it is he will make something out of it, so do not be shy about providing something for him. I know he can be a pain in the butt sometimes, but the results are worth it. *( Mmmmm from certain members that's either a term of endearment or a prick of conscience ! Just remember I get the last say! Ed.)*

Looking forward to seeing lots of participation at the field, you will enjoy yourself.

Safe flying, safer landings.

**Lance Hickey,** President.

P.S. If you need help with your landings, talk to Stuart, he is nailing them with that new transmitter.



# COMMITTEE NOTES • Aug 2020



**Notes from the Minutes of the Committee Meeting of “Model Flying Hawkes Bay Inc.”** Held at the club shed, Waitangi Rd Awatoto on **Tuesday 14th July 2020** . The meeting started at 7:00 pm.

**Members present:** Lance Hickey, Brett, Robert, John, Phil, Mike, Joe, Marty and Barry K.

**Apologies:** Grant Fulton, Stuart Sturge, John Williams

## **Correspondence. Inwards includes;**

Membership applications received from Joe Connolly( returning associate) Rob Mitchel & James Black (Jnr). E-mail from Kevin Botherway regarding Awatoto/Black Bridge HBRC right to occupy agreements and locks/gates reminders for both sites.

Nomination Form for Committee member from Brent Stiver.

Query from member regarding Insurance Cover at Roy’s Hill and the flying of FPV and Quad models at Awatoto. Stuart has indicated that he wishes to stand down from the committee at the AGM.

**Roger Moroney**, notification that he has now retired from HBToday.

## **Treasurers Report;**

**Treasurer** had already sent out financial reports for June on 12<sup>th</sup> July to the full committee and noted there were now only three non-financial members, to which he will write to and request payment. We now have ninety eight paid up members.

He noted that some new keys had been cut by Kevin who had invoiced the club for them at a fifty percent discount. He expressed his thanks to Kevin for this.

Last Year’s Financials, advised that the accounts had now been returned by the reviewer and all was in order. He wished it noted that due to the change in financial year the accounts are for thirteen months and not the usual twelve.

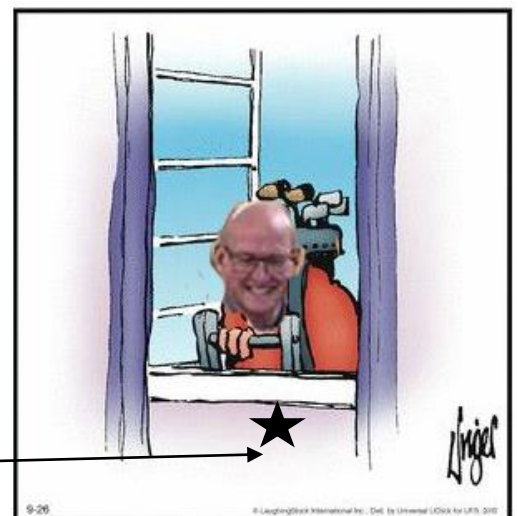
**New Members ;** Joe Connolly, Rob Mitchell, James Black (Junior), Andre Wuepping. All approved & welcomed.

## **Club Captains Report;**

**CC** was of the opinion that it was all going well. He did note that not only had there been some old club members returning to the club, but also there was more activity at the field. **He** did, however have some concerns with some of the members not adhering to club rules. He outlined some of the issues he had noticed to those present. **Joe** considered that a proactive approach needed to be made to the person/s concerned at the time of the rule breach, and also suggested that a common sense approach also prevails. It was noted that the current 400 foot ceiling we have at Awatoto is being worked on with CAA and, as opposed to some other clubs; we are in the fortunate position of not having to contact Napier Tower every time operations begin/end at the field.

## **Field Officer’s Report;**

**FO** advised that he was currently waiting for better weather to spray weed killer on the car park area The reason for the higher grass cut on the field was queried, and FO outlined details and the reasons for doing so. He noted that it not only saves fuel, it is also easier on the tractor and mower and also better for the grass itself. There will be



“I don’t need anything, dear. I’ll stay in bed until the fever dies down.”

a need to lower the grass cutting height in the spring and more regular mowing will also have to be done as well. He noted that the mowing roster is working alright and the grass height was being monitored.

### General Business;

- FPV/Quad flying at Awatoto  
This was not an issue, however, it was noted that this type of flying required a spotter and the flier be in direct control. MFNZ FPV/Quad rules to also apply.
- Field Lease paper work. Lance advised that a Licence to Occupy for both flying sites was in preparation with the HBRC. He also noted that both he and Kevin are in ongoing contact with the HBRC on this matter. He has confirmed with the HBRC that they have No issues with us being at either site. **Joe** elaborated on the key/lock/gate vandalism issues currently experienced at the Black Bridge site.
- The Secretary was asked to send an AGM reminder e-mail to the membership and he was also charged with adding notes reinforcing the 400 foot ceiling at Awatoto and for the gate/s to be closed/locked at all times at both sites.
- **AGM.** The following nominations had been received by the Secretary:  
President - **Lance Hickey**  
Secretary – **Barry Kerr**  
Treasurer - **Robert Lockyer**  
Club Captain – **Mike Shears**  
Field Officer – **Phil Sharp.**  
Committeegentlemen - **Marty Hughes, Joe Wurts, Russell Nimmo, Brent Stiver.**

### Outside of Committee:

Newsletter – **Barrie Russell**  
Website Administration – **Hayden Purdy Warbirds 2021**

John S. suggested that the Warbirds event needed to be added to the MFNZ Events Calendar. John and Marty to liaise and arrange for this to be done.

**President Lance** also thanked all those present for their assistance over that past year and that he looked forward to working with the new incoming committee in the coming year.

**The Meeting closed at 8:05pm. Secretary, Brett Robinson. MFHB July 2020.**

**Wednesday 22<sup>nd</sup> July** saw some forty members assemble at the National Services Club in Hastings for our delayed

## Notes from the **AGM** July 2020



AGM. A record attendance of about 40 and at President Lance's invitation the meeting was opened by our Patron, Harvey Stiver ( Life member MFHB). Meeting procedure then followed with Minutes and reports;

### Presidents Report

Lance Hickey read his report to the meeting in which he noted that the past year had been a year like no other in the club's history on account of:

- The SGM to update the club constitution.
- A thirteen month financial year, to bring us into line with the NZMAA (MFNZ) financial year.
- The major flooding of the Awatoto field.
- And, of course, Covid 19 issues and the lockdown.

He also mentioned that there had been a steady increase of new members joining the club.

He remarked about those on the present committee that were stepping down and made special mention of the work that Stuart Sturge had put in over the past few years. It was also noted that long serving committee member John Sutherland was also stepping down and that Brett Robinson had also taken on several roles over the past year. He thanked all the members that had taken the time to attend the various working bees and those that assisted with the 2020 Warbirds event as well.

It was his opinion that Warbirds 2020 went very well and was enjoyed by all that attended.

Lance then stated that the highlight for him, over in the past year, was the winning of the Champion Club Trophy at the 2020 National Championships. Something MFHB had never achieved before. He thanked all those that flew and helped to achieve this milestone for the club.



### **Treasurers Report**

Treasurer tabled and presented his report, the printed report was given to all members attending.

He then proceeded to give a brief breakdown on the report and suggested that as far as the club financial situation was concerned, it was very much a 'steady as we go' situation overall.

He noted that the Warbirds 2020 event revenue, while not as much as expected, due to late CAA Invoices for NOTAMs, was still of assistance to the club's financial state.

Robert mentioned that there are now some new items of expenditure, namely CAA, who now seem to be invoicing the club for all and every item of late.

He felt there was a need to very closely monitor operational expenditure.

But he reiterated that the club has, at present, very good reserves available for any future capital expenditure.

It was also noted that the club's investments were nowadays attracting somewhat less interest than had been the case in the past. However, Robert also qualified this by stating that new membership numbers had increased over the past year and this had certainly helped the overall financial situation.

Robert then thanked all those that had helped over the past year and asked if there were any questions or comments.

Discussion ensued re CAA costs. Robert responded in some detail, the various charges CAA had invoiced us for over the past year. Lance Hickey also advised that there is a current application in with CAA for changes to our D490 designation for Awatoto. He outlined details regarding this and the fact that Awatoto is actually in a control zone and we are very lucky to be flying there at all. He also noted that CAA are also now charging the club for All work done on this matter and any others (NOTAMS) that we apply for. It was also mentioned by Lance that we now have in place, a new MOU (Memorandum Of Understanding) between the club and the Napier Tower (Airways Corp.)

There was some discussion on this matter and about NOTAM applications around NZ.

### **Subs.**

It was the Committee and the Treasurers recommendation that the club fees for 2021/2022 be set at:

Senior \$118 Family \$135 Junior \$35 Country \$75 Associate \$25

The Treasurer then stated, that if there is a change in the financial situation of the club before these fees become due, then a SGM (Special General Meeting) will need to be called for.



He also reiterated that the fees remain the same as above for this period, but may need to increase if MFNZ increase their fees. Moved by Robert Lockyer. Seconded by Barry Kerr. Vote Unanimous.

### **Club Captains Report.**

Mike Shears read his report to the meeting and mentioned the following points:

He too suggested that the past year had been like no other in the history of the club.

Highs – Winning Champion Club at the last 'Nats' and another very successful Warbirds 2020.

He indicated that he thought the club should continue to run a Warbirds event as the weather always seems to be good and the income generated helps to subsidise club fees.

Club membership is now over 100 and he outlined details.

He felt the club is better for the new members and old members returning to the club, all coming onboard.

He suggested that the Awatoto site is now the best and safest site in the country.

Mike further outlined the positives of the Black Bridge site and that it was working out well.

It was noted that some members are still using the Aorangi Road site on occasion.

The Soaring and Vintage groups all seem to be happily doing their thing, and Joe Wurts wished to express his thanks to Stuart Sturge for finding the Black Bridge site.

### **Election of Officers**

President Lance Hickey advised the meeting that the following Nominations had been received (in writing) as follows:

#### **Management**

Patron – Harvey Stiver – has agreed to continue. (All present were in favour)

President - Lance Hickey - Moved: Brett Robinson Seconded: Robert Lockyer (All were in favour)

Secretary – Barry Kerr - Moved: Brett Robinson Seconded: Lance Hickey (All were in favour)

Treasurer - Robert Lockyer - Moved: Barry Kerr Seconded: Lance Hickey (All were in favour)

Club Captain – Mike Shears - Moved: Lance Hickey Seconded: Robert Lockyer (All were in favour)

#### **Committeemen:**

Phil Sharp (Field Officer) - Moved: Brett Robinson Seconded: Barry Kerr (All were in favour)

Marty Hughes - Moved: Mike Shears Seconded: Robert Lockyer (All were in favour)

Joe Wurts - Moved: Mike Shears Seconded: Lance Hickey (All were in favour)

Russell Nimmo - Moved: Barrie Russell Seconded: Brett Robinson (All were in favour)

Brent Stiver - Moved: Harvey Stiver Seconded: Barry Price (All were in favour)

#### **Appointments:**

Field officer - Phil Sharp (All were in favour)

#### **Appointments Outside of Committee:**

Newsletter – Barrie Russell (All were in favour)

Website Administration – Hayden Purdy (All were in favour)

**President Lance Hickey then thanked the meeting and declared all the above duly elected.**

### **General Business.**

Discussion centred around the possibility of the club holding the occasional Theme Day, noted that the 2<sup>nd</sup> Sunday in the month barbecue had been instigated, and questioned the possibility of holding bi-monthly club nights. Ideas and opinions came forth and the incoming committee will take this on board.

The meeting closed at 8.17pm.

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**After closing, Lance handed over to Barrie Russell** who advised that the club had been gifted a number of park flyer aircraft and various modelling gear by Mr Gordon Urquhart from his late stepfathers estate and these items were now being offered gratis to the members present. A free draw was organised for those interested in the models and a free pick-me table for the gear. Standing room only and everything disappeared apart from one small box of leftovers. A donation box strategically placed yielded the magnificent sum of \$42.40. Wow, such generosity abounds !

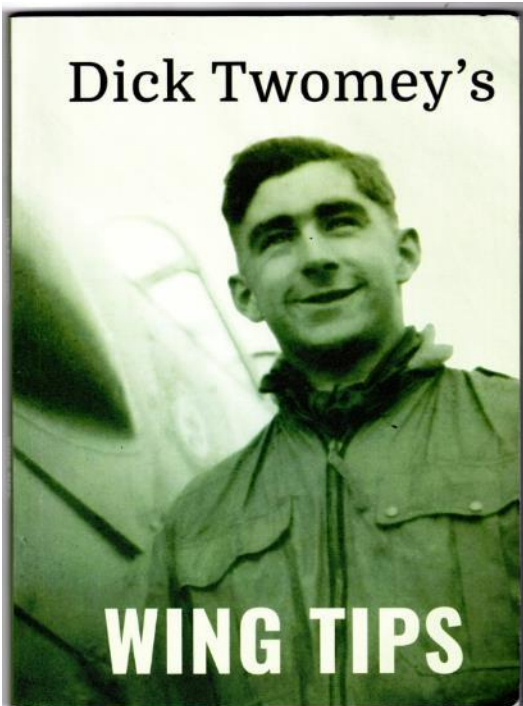


Our grateful thanks to Gordon Urquhart and to his late step father Dick Housiaux who passed away last year. He developed a passion for aeromodelling later in life and used to fly regularly at Park Island. Although the planes need some TLC they will give some members a lot of pleasure, and all the spare gear will be put to good use. The give-away sale also helped to lure members to the AGM, giving us the largest attendance I can remember. **Ed.**



## VALE . Dick Twomey

I was saddened to read of Dick's passing in the latest issue of the New Clarion <http://www.sam1066.org/nc0820.pdf> now on the club website. [www.sam1066.org](http://www.sam1066.org) reported by John Andrews. However I was delighted to read Dick's own obituary (*Refer; Page 31.*) written in the usual Dick Twomey modest and self-effacing style.



I too have remained in regular email contact and was wondering as he normally replies quickly, but had been missing for a few weeks. Sad that he didn't make his 90<sup>th</sup> due this coming August. I have repeated this story a few times, as a fifteen year-old in 1951 I bought the plan of his Rebel and built it powered by an ED Comp Special. Reading

Aeromodeller magazines as a schoolboy, I was in awe of this "older" designer (he wore long trousers for goodness sake !). Since my return to Vintage aeromodelling, I decided to revisit my youth and build another Rebel (larger) and on searching the web I found a "Dick Twomey" as president of the MAURITIUS Aeronautical society and sent an inquiry as to whether he knew Dick. Some months later, I had a reply from Dick telling me he was very much so, and only a few years

older than this young Aeromodeller fan ! Thus followed a delightful email friendship. I have his book "Wing Tips" written last year beside me now. He had a most interesting and rewarding career in the aviation industry after training to be a pilot in the RAF. He attributed his early aeromodelling and design as getting him selected for pilot training.

Older members will be conversant with his many successful designs. Particularly the huge and popular Leprechaun, even now available from Hangar One as a laser cut short kit.

He remained vitally interested in everything we were doing at our club, Model Flying Hawkes Bay here in NZ and particularly in everything Vintage and how my Rebel was performing.



I feel privileged at having got to know him, an Aviation and Aeromodelling Icon.

**Vale Dick.**

# MEMBER PROFILE

August 2020



*And may I say it again, one of the pleasures of doing this editorial job (and I can assure you I wouldn't be doing it if I didn't enjoy it !) is meeting and getting to know about members and like minded people. And none more so than this quietly spoken, unassuming and high achieving young man.....*

## MYLES MALONEY.



*.... And when I stepped across the threshold of his home engineering workshop and we got talking, my eyes were opened ..... wide !*

Myles was born in Hastings in March 1984 and completed his schooling at St Johns College. He had a dream start with Dad Michael being a MAF meet inspector who was a glider pilot and instructor and had a passion about steam trains and the like. Dad got his Locomotive ticket so Myles had the perfect start riding in the shunting loco at Tomoana Freezing works and having a piloting father. We first met Myles as a ten year-old when he joined MFHB at Awatoto



and learned to fly, and on my first trip to the Nationals in the early 2000's he camped with Bob Whitburn and myself at Carterton.

On leaving school he sought an engineering apprenticeship in fitting and turning and after a course at EIT he joined Baker Engineering in Hastings and served his time and did further qualifications in diagnostics and got his boilerman ticket. He then moved to Queensland and gained experience in C & C and CAD work and then did further OE in London from 2009 to 2014 where he had a varied career working in special effects in the film industry.

Myles is married to his schooldays sweetheart Tarryn and they have settled in Napier with their three year-old son Bohdi and a baby due in October. On returning home, Myles joined SHARP EDGE Engineering in Onekawa who specialise in stainless steel construction, architectural work, laser cutting services and specialised 3D faro scanning services <https://www.faro.com/>

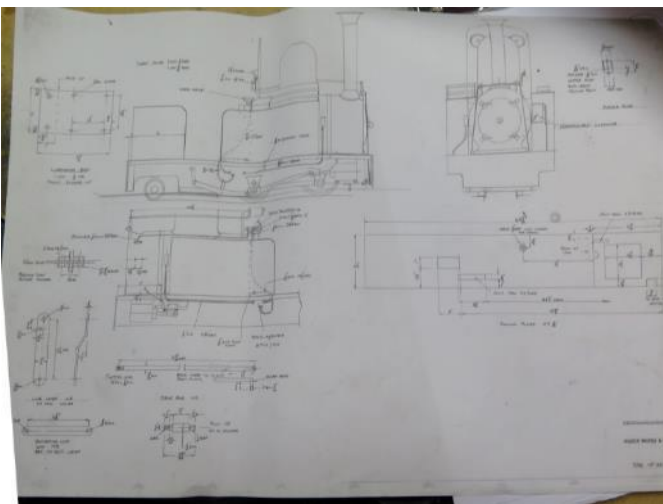
Since his early aeromodelling days, his passion has been with steam and locomotives and stepping into his home workshop is like entering Aladdin's cave and here you are left in no doubt about the man's engineering ability. His 1/6<sup>th</sup> scale NZR AB Class 462 locomotive which sits in 5 inch gauge rails is a thing of beauty which took some ten years to build. A totally scratch and perfect build from a set of plans only. His Lathe is an impressive piece of kit, the starting point of most of his projects, and below is the piece de resistance, fully working coal fired and only about eight feet long !







Some detail above on the AB Class locomotive, and another to be finished project, a steam driven traction engine.



An unlikely name for a locomotive, his next engineering project above is "Tinkerbell" with the chassis started and it is huge !

Then of course Myles has to deal with his other passions, and in the loft above the workshop we find another Aladdin's cave which is full of his model aircraft and his latest passion "soaring" at which he is doing very well being coached Rowdy and Joe. But wait, there's more.....



Would you believe he also plays drums in a band called "DoublyAD". Seated above at his practice drum set. I wonder what he does in his spare time? Well they do say "if you want to get a job done, ask a busy man"

Good one Myles, we'll enjoy your company. Ed.

## AROUND the BUILDING BOARDS August 2020



This in from **Harvey** who needed a nostalgic memory project to help him through the Lockdown. He writes, ( actually Ingrid wrote as **Harvey** had a sore and "untypeable" hand as a result of recent surgery !)

### The Vic Smeed Mamselle.

As a youth I obtained the plan of Vic Smeed's Mamselle a great design not like many of his previous. The Mamselle had a round fuselage and well shaped wings and tail feathers. I obtained balsa wood, both strip and sheets and soon had the model well on its way. My early free flight models such as the Tomboy were diesel powered mainly with the Mills .75cc motor.

This model once finished flew very well but was prone to lift higher than wanted and was caught in pine trees on a few occasions. I had a friend called Jimmy Evans who was great at model recovery, he could climb up a pine tree in minutes. However one day even Jimmy's climbing skills were of no use as it got hooked in a tree near the top, later a thermal took it away to never to be seen again, a sad loss. Many years later I purchased a second hand scaled up Mamselle from fellow HBRF member **Graham Madder**. Graham had scaled the Mamselle to 51" powered by electric motor with radio control.

**Graham's** Mam'selle, this electric powered model flew great and is still in my stable today.





During the recent Covid lock down I finished a Seagull Nieuport 28 biplane in authentic colours, still waiting to test fly due to weather conditions. Needing another project I looked at the Mamselle and decided to enlarge the plan to 80" for a OS 56 four stroke engine. Son, Brent working at Unison spoke of a great plan printer they had so was able to produce a great set of plans very accurate with thinner lines not thick and



fuzzy as in past years. Obtaining strip wood and sheets progress has been steady with the wing, tail feathers and half the fuselage finished. One thing to be



careful of when up scaling models is the size of stringers, wing spars and the likes as when enlarged they are generally larger than required. Also wing dihedral for say the 36" version is 2" under each wing panel. For the 80" version that is approximately 7 1/2" under each wing panel. This increase of dihedral would cause wing wobble under climb out power so decreased the dihedral to 6" should be a better setting. As progress is well under way I plan to cover the Mamselle in a film finish of red and white, like my first



Mamselle from my youth. Above are a few photos as of today, will update once finished and test flown.

Regards, Harvey Stiver. MFHB Life Member.

Blair Jepson's ex- Bob Whitburn Spitfire, magnificently restored by Brett Robinson now safely hanging in Blair's worksop/garage.



"I'm sure you'll agree, we don't want an epidemic."



"Is there a reverse switch on the drill?"

# SOARING REPORT. Aug 2020

## “Rowdy” Kevin Botherway.....



### F3B July in New Zealand ( MFHB Soaring Field; Black Bridge, Haumoana)

With entries strong for NZ F3b and a great forecast for Hawkes Bay we headed out to the field on the Friday for preliminary practice and set up some winches in the afternoon to tune our models up ready for the event on the Saturday and Sunday. Joe Wurts had his Shinto on song and put together some great launches, helping us all to get our models performing on the tow. Peter Williams turned up from Wellington for a small duration competition against Joe. Andrew Stiver also had his Cyril ready to go for the event. Kev lost his Shinto on launch after having numerous setup and launch difficulties finding out ballast jammed in one wing for 6 months didn't help.



F3B Pits, a mixed breakfast.

Saturday started with the usual setting of the F3b course up and Joe had the forecast nailed with the layout tight for the field unfortunately we had to battle the sun in the afternoon, we got almost two complete rounds away for the Saturday with a little tail wind late in the afternoon we decided to pack it up as some models heavy with ballast (distance slots) could have had trouble getting away. A few models required minor repairs – Richard Thompson fractured the nose on his Fosa again from past repairs and Bruce Clarke had a heavy landing and broke a wing joiner. A great day of flying had by all of us and like usual everyone needed to be either flying calling or running the course.



Thermal action was there but very light and the heavy F3b models struggled to maintain the ten minute flights and it was certainly a change to be using winches and heavy bricks as gliders. Placings overnight were Joe Wurts 1<sup>st</sup> Peter Williams 2<sup>nd</sup> Andrew Stiver 3<sup>rd</sup>.



Sunday brought a similar forecast with light winds but moving around slightly so we reset the course with a slightly different vector which was very hard to get right as you all know forecasts aren't that spot on in NZ. We had a



newbee turn up – Miles Moloney flying a Prima representing Hawkes Bay, he flew well for first F3B event and is progressing well on the winch etc he has started to really dial in on gliders especially hand launch having come from many years of club flying and power planes.

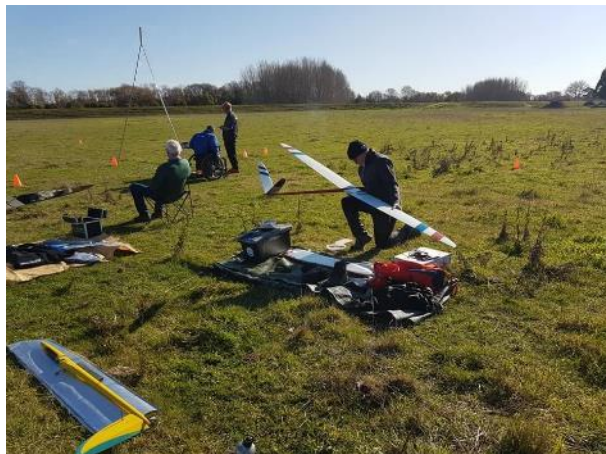


Miles Maloney getting measured land from Andrew

Richard Thompson had one of hard days where everything went sideways in each of his flights and unfortunately went down on the scoreboard from his usual expectations. Peter and Joe's separation in scores between 1<sup>st</sup> and 2<sup>nd</sup> opened up a little during the day. With the wind turning on us again we had to abort the last part of round four but all in all a great weekend of F3b! This suggests it still a strong event here with quite a few not able to make the event we it shows we could still get some great numbers here. Well doe to Andrew Stiver who hasn't flown F3b much but really has great pilot skills and popped in some great speed runs over the weekend. Fastest speed run Joe Wurts 16.54 Seconds Distance most laps Joe Wurts 22 laps.



Kev about to launch team Maxa



Peter Williams gets ready for a speed run

Thanks to Joe for the scoring and draw setup with running the QR codes made it even easier for him. We packed up and most out of town people we on the road by 3'oclock – although leaving Hawkes Bay to go home they had to put their jackets back on. Overall scores are:

1 <sup>st</sup>	Joe Wurts	10719.43	6 <sup>th</sup>	David James	9101.35
2 <sup>nd</sup>	Peter Williams	10354.50	7 <sup>th</sup>	Peter Glassey	8567.39
3 <sup>rd</sup>	Andrew Stiver	10164.25	8 <sup>th</sup>	Bruce Clarke	7254.73
4 <sup>th</sup>	Kevin Botherway	9682.80	9 <sup>th</sup>	Tony Christiansen	5907.20
5 <sup>th</sup>	Richard Thompson	9218.55	10 <sup>th</sup>	Miles Moloney	3916.63

## VINTAGE REPORT Aug 2020



Winter has finally shown it's hand and our July Thursday morning sessions have taken a slight tumble. However the good news is that our proposed Gollywock build for the **Vintage RC E Rubber** competition is now under way as reported last month.. **Tony Ives, Stan Nicholas, Mark Larsen and Barry Kerr** all have their plans and balsa and at least Mark has made a start. We had a second "Shed" get together last Tuesday 14<sup>th</sup> to answer a few questions with Barry Price presiding. I've found another site on Ali Express to supply the 5.6 gram High voltage digital mg servos, and am looking into ESC's , propellers and Cobra motors. My Cobra motor has finally arrived from the States and we'll do some testing on that before I install it in my Flying Minutes for some evaluation, watch this space...

### The Vintage NDC calendar for August reads as follows;

**RC Vintage IC Duration;** My Rebel, Gavin's Buzzard Bombshell and any other IC Vintage models.

**RC Vintage E Texaco;** Stardust and Playboys etc with the 2S lipo batteries, and others. Have a read of the rules;

**5.5 RC Vintage E Texaco Purpose:** 5.5.1 Eligible models are from the Vintage period (see Rule 2.1.2). They are Power Model free flight designs and IC-powered designs originally intended for RC without aileron control. 5.5.2 All Radio Control General Rules (see Section 2) apply, except Rule 2.1.6. There is no wing loading rule. 5.5.3 'Dry weight' is the weight of the model without the drive battery. 5.5.4 There is no upper or lower limit on dry weight. 5.5.5 The drive battery is LiPo with maximum manufacturer's rated capacity chosen from one of the following: a. 34 mAH per oz dry weight if 1 cell is used (1S) b. 17 mAH per oz dry weight if 2 cells in series (2S) c. 11 mAH per oz dry weight if 3 cells in series (3S) 5.5.6 The motor may be stopped and started in flight and its speed may be adjusted. 5.5.7 Age bonus applies (see Rule 2.3.4). 5.5.8 Landing bonus applies (see Rule 2.3.5) 5.5.9 Score is aggregate of 2 unlimited flights, each scored as one point per second with age bonus and landing bonus added. 5.5.10 If scores are tied, that is the result.

**RC Classical E Duration;** Night trains etc

**RC Vintage Precision;** Stardusts, Playboys, Lanzo bombers or any qualifying electric vintage model.

Come and post a score, we'll email out and have a ring around when we get some good weather windows. Don't forget the Vintage rules are all here ; <https://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf>  
Have you down loaded and printed yourself off a copy yet? Good value to have on hand. If you ain't already, could I suggest you might do it now ?

August 2020	141	VINT	RC Vintage IC Duration
August 2020	142	VINT	RC Vintage E Texaco
August 2020	143	VINT	RC Classical E Duration
August 2020	144	VINT	RC Vintage Precision



A far sighted piece of Nostalgia on Vintage aeromodelling, written in the September 1987 Propwash by the then editor **Bernard Scott**. Have a look in this month's **Nostalgia Files** for his interesting foresight on Vintage Modelling.



Right; This is the latest offering from **Gavin Shute's** vintage production line... A Lanzo Bomber. 68inch (2/3 full size) span 41.2 ozs ready to fly . Cheers Gavin



The production line manager of **Price** models is still hard at it over in Havelock North and is just finishing off his Falcon before he start's his next what-so-ever ???. **Barry** writes .....

I have always liked the old time free flight Falcon and seeing how **John Aitken's** flies I decided to build one. I borrowed John's plan and had it copied. It has a 96 inch wingspan and needs a big building board. Being a big 2 sheet plan out came the scissors and trimmed the plan to fit my table. Being an old free flight plan I had to adapt it for radio control. The wing was built in two halves and had a complicated joining system which would add a lot of extra weight. I measured my car to see that a one piece wing would fit in. It did so the build started. Having just completed an electric Gollywock I was weight conscious and built the ribs with 3/32 instead 1/8 and cut the centres out capped the ribs with 1/16 which strengthens them. I found it not an easy plan to follow and it requires a LOT of balsa. Where ever I could in the fuselage and



tailplane I tried to reduce weight. It's covered with the Chinese AliExpress) covering film supplied by **Barrie R**. The trim colour is test pot orange from Resene rolled on with a small roller when the water evaporates when dry it is very light. It will



be powered by a 900 Kv Scorpion electric motor with a 60 amp esc and a 12x6 prop. I have yet to fit the controls and look forward to a test flight when winter has past. Regards, **BP**.



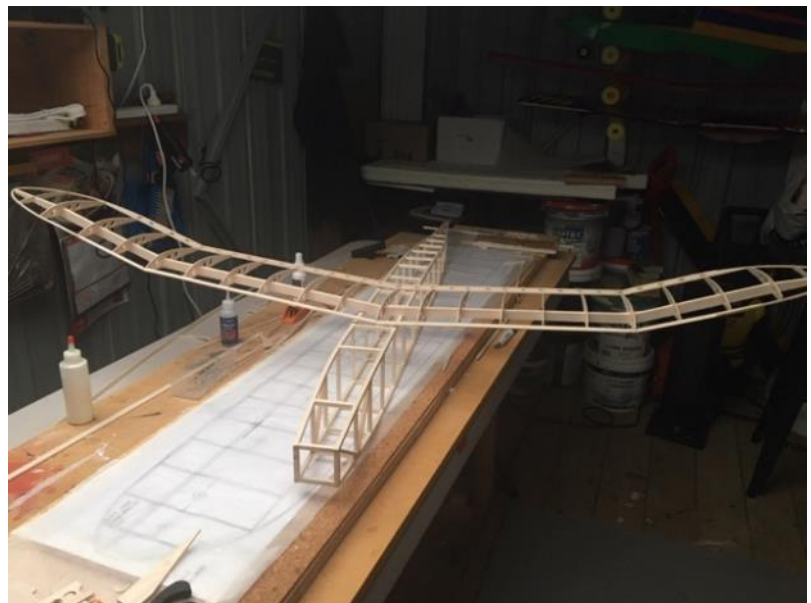
Our Gollywock build is underway now that all four aspirants have soaked up all **Barry Price's** knowledge and advice. **Mark** is leading the race and just sent in these pictures of his progress... looking very tidy...z



Nice one there **Mark**, just keep an eye on that weight, hate to have to see you go on a diet !

**Tony Ives** is making progress with making his templates and laminations, doing two of everything for himself and **Stan** who is watching from the side line with a big grin on his face !

**Barry Kerr** has just finished his cork tiled building board, got his workshop space organised and is about to start bashing balsa. Welcome to the Gollywock E Rubber club guys !



**Sat 25<sup>th</sup>**, A great forecast so emailed the vintage group last evening and had a good response with only a couple of power flyers joining us. Weather was perfect and Brett flew his NDC Classic Precision comp for a good result, the months scoring here....

## NDC R/C CLASSICAL PRECISION

4/07/2020		ROUND										
		1			2			3			GRAND	
NAME	MODEL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	TOTAL	
STAN NICHOLAS	NIGHT TRAIN	175	20	195	173	20	193	179	20	199	587	
BARRIE RUSSELL	NIGHT TRAIN	179	0	179	176	20	196	180	20	200	575	
25/07/2020												
BRETT ROBINSON	NIGHT TRAIN	178	20	198	178	20	198	178	20	198	594	



Russ Nimmo brought his immaculate Playboy Cabin, having made some thrust line and CG changes and Stan helped with his trimming flights and the model is performing well. What was evident, the need for more rudder in the slow glide and a lot less in the powered climb out, hence the need to mix in some rudder rates on the throttle stick. Well done Russ, that's a great first vintage effort.

The rest of the morning was spent sport flying and trimming, generally enjoying the fabulous conditions and good company .

Stu brought his new Transmitter out for a looksee and a play, an FR Sky Horus, capable of only 36 channels ! Like my DX 9 still... Kiss/Ski principals !

Below from left; Gavin / Lanzo. Russ / Playboy. Mark / Lanzo. Barry K / Budding Vintager and time keeper. Stan / Stardust. Brett / Night Train. Barry P / Cloud King. Barrie / Night Train.



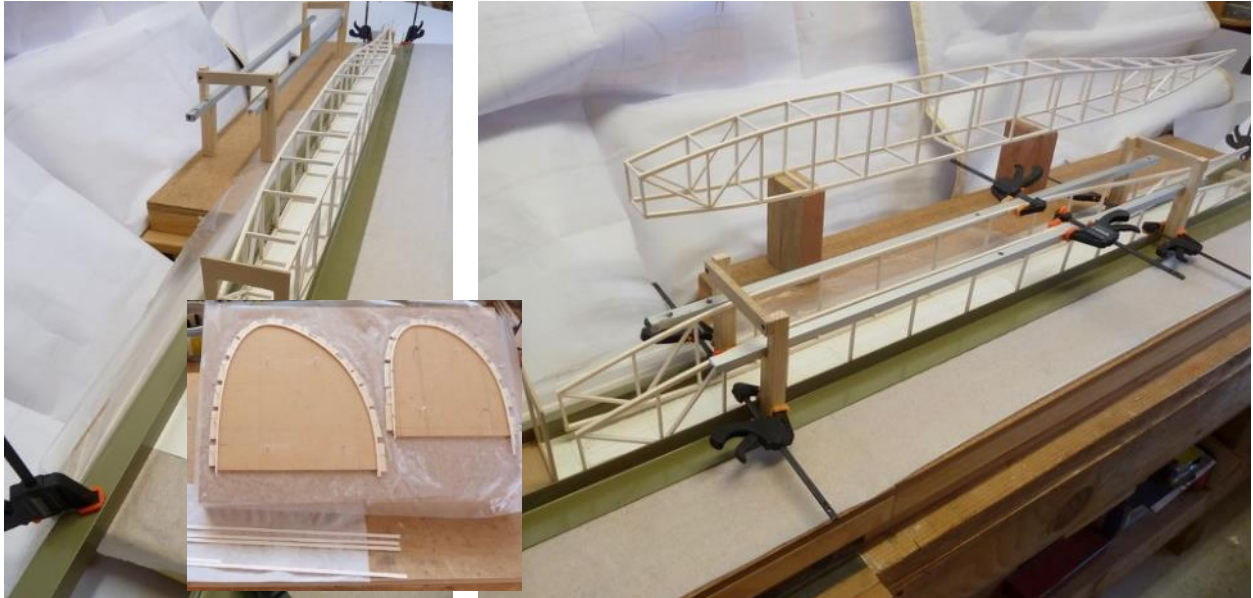
**Gollywock Building** now, not only have we seen progress on **Mark's GW**, but **Tony** is making great progress with his "double act" for himself and Stanley. As can be judged for the pictures below, Tony has some very high building standards and skills. It's going to get quite dark overhead when this swarm of E/Rubber vintage models take to the skies ! Tony has just sent these pictures of work to date.







All evidence of some very precise building, thanks for sharing Tony, Ed.



**Thursday 30<sup>th</sup>**, last one for July and a glorious day, coats off mid morning and we had a ball, ten vintagers. Ran an improptu Vintage E Duration comp with five competitors, how good is that. Russ Nimmo flying his Playboy flew brilliantly, just has to nail those landing points with a bit more practice and Mark is getting his Lanzo sorted, as is Danny's Stardust. That trimming is so important and we're getting there.



30/07/2020		ROUND													
NAME	MODEL	1				2				3				GRAND TOTAL	
		FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL		
BARRIE RUSSELL	STARDUST	300	20	10	320	300	20	10	320	300	20	10	320	960	
RUSSELL NIMMO	PLAYBOY	300	0	10	310	300	0	10	310	300	20	10	320	940	
STAN NICHOLAS	STARDUST	218	20	10	248	300	20	10	320	300	20	10	320	888	
BRETT ROBINSON	LANZO	246	20	12	278	228	20	12	260	300	20	12	320	858	
MARK LARSEN	LANZO	183	0	12	195	120	0	12	132	182	20	12	214	541	

TOTAL POINTS	
BARRIE RUSSELL	12
STAN NICHOLAS	10
BRETT ROBINSON	5
RUSSELL NIMMO	4
MARK LARSEN	1





# CLUB ACTIVITY. August 2020



## Sunday 11<sup>th</sup> July

Our "2<sup>nd</sup> Sunday Barbecue" proved to be a winner, thanks to **Barry Kerr's** efforts, and just showed the value of having the monthly barbecue drawcard. The forecast was good, but the wind got up quartering the stop bank and made flying uncomfortable, in fact if there had not been the Barbie on I doubt we would have had the turnout, and who did wouldn't have stayed. I had to leave early, but I understand **Barry** sold out of snarlers and our **Treasurer** went home hungry ! (and Billy had three !) The hot drinks and food were well received.



I took a few pictures of the activity before departing, other than having to report that **Chris** lost his new yellow Bearcat. Conditions over the stop bank were building up and on landing he had to do a go around, his motor didn't pick up and tip stalled it over the strip. **RIP "American Jet"**, commiserations **Chris**.



John Aitken receiving advice about his new twin Otter

from all and sundry with John Clarke taking it all in as he's just bought one too ! And Bill Roydhouse with his Corsair discussing the merits of petrol powered radial engines with Derek Whelan.



Left, the Airforce of **Richard and Josh Pyott**, An aerial FPV Camera platform, a high speed racer, and their trusty Maule.





**Peter Hammond** receiving some help from **Bruce Abbott** who has been his mentor with the Buzzard Bombshell.

Top right, **Danny Young's** latest creation, a high winged FB Clubba which is **Tony Hales'** adaptation of my original Clubba. Cool colour scheme



**Danny**, amazing how many left over pots of paint you can find around the house? And lastly a chilly pits view. **Ed.**

This from **Brett Robinson** later in the day who wrote; Have attached a couple of images of the cloud formation I saw Sunday afternoon. Very unusual and pretty well a Lenticular cloud formation (have also attached a blue sky Lenticular cloud for comparison.) Reasonably blue sky at the front of the cloud, then the cloud itself, with another band of blue sky at the tail of the cloud.

The scientific description is: A lenticular cloud is a lens-shaped cloud that normally develops on the downwind side of a mountain or mountain range. This occurs when stable, moist air flows over a mountain, creating a series of oscillating waves. They are usually stationary clouds that form mostly in the troposphere, typically in perpendicular alignment to the wind direction. Certainly something a bit different. Cheers, **Brett.**

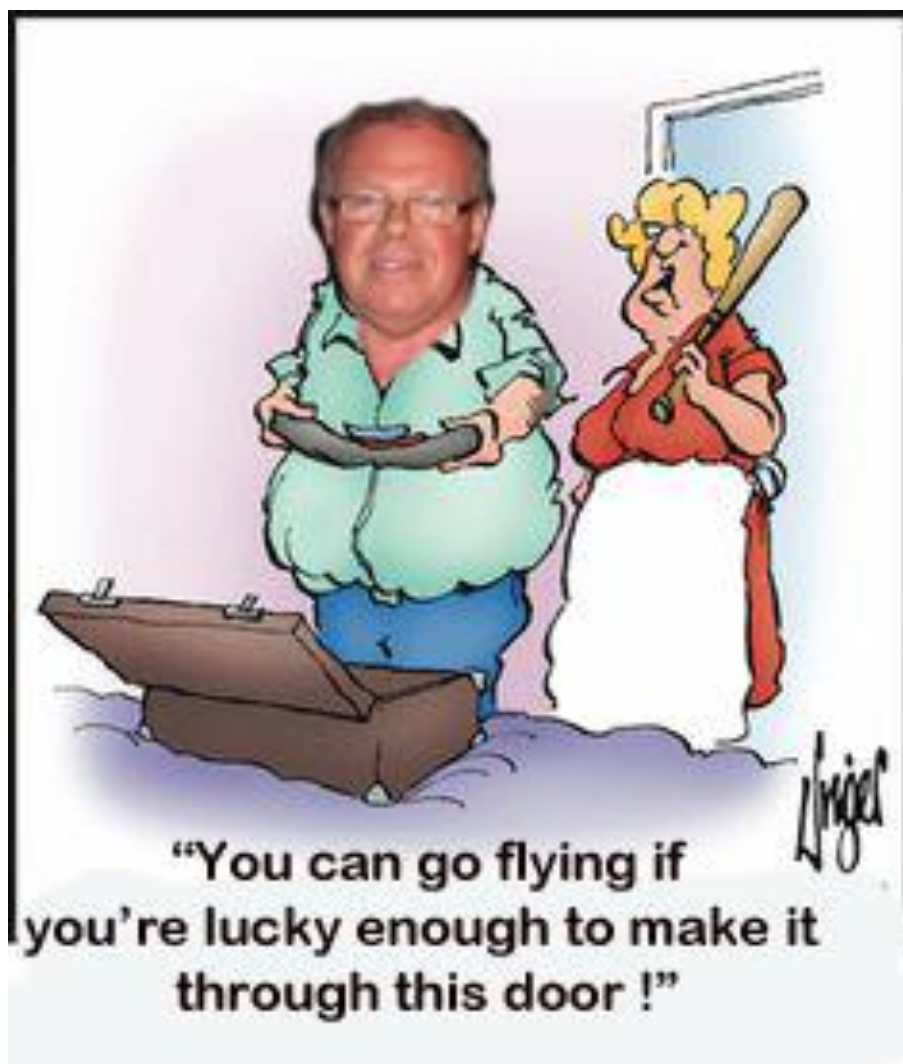


Since writing the above report, I'd emailed **Chris** expressing my condolences and received in reply his take on the Bearcat's demise which I know he is happy for me to share and is information worth passing on. **Chris** wrote...

*It means a lot coming from you. It is "kind of recoverable" as I have some replacement kit arriving in the next couple of days. I really enjoyed that plane so think it is worthy of rebuilding. It will be much easier as I have solved all the technical issues building the first one and there are some things I could have done better. As you well know, some things take weeks of thinking before you can even start. Well at least with my limited experience it did! Give a couple of months to rebuild it. The engine bent a pushrod but I have fixed that so will fire it up over the weekend to check it over. Thankfully all the landing gear was intact.*

*It was inexperience with flaps. With so much wind it slowed it right down and if I increased revs it climbed steeply. Then the engine dropped a cylinder preventing me from going around. Just an unfortunate accumulation of events. She was awesome until then. Had the CofG and rates really to my liking and was having a ball. I have worked out that it is my exhaust system going up hill very steeply from the lower 2 cylinders, so huge amounts of oil pools in them and it runs back into the cylinders and kills them. It happens every time I land or on start up. I have to flick the glow driver onto full power (not a recommended procedure as can stop the engine altogether) to bring them back to life. Have worked out a simple system where I will put nipples into the low point of each pipe and run a drain out the bottom.*

*I should have had little or no flaps to allow a faster landing speed. I put it down to an upsetting, but necessary learning curve. You never stop learning in this hobby! Cheers, **Chris**.*



**John S** is retiring from committee duties after many years of sterling service, now he'll be able to spend much more time in his workshop and at Awatoto field..... he thinks. (Apologies **Michelle**)



**Sunday 19th July.** Well you can hardly call it “**Club Activity**”, ‘cos there ain’t any ! I went out to Awatoto at about 10.00 am and had the field to myself and my Radians for a couple of hours and had a ball in near perfect conditions, virtually no wind and sunny and warm. I wonder where all the other 97 members were ? Well six of them ( the soaring boys) were out at Black Bridge enjoying the perfect conditions . Where were all the disadvantaged today ?

**Sunday 26<sup>th</sup> July.** What a difference a week can make, glorious day, cold start, warmed up and no wind and the biggest turnout I can remember for a club day in quite some time. Counted over 30 cars and the pits



Pits views, busy all day and a lot of flight line activity, with three or four pilots in the air most of the time. Most notable were the significant number of new members, three new juniors (how good is that) and a nice mix of activities, powered aircraft, helicopters, drones and radians all enjoying a share of the available air space with no incidents or outages as far as I was aware. My camera was busy and thanks to **Clive Baker** for his photographic skills.



Most notable were the “Covid Lockdown” test flights, the first being **Joe Connolly’s** enlarged “Twin Lizzie” flown by **Ross Brinsley** and seen here gracing the air on it’s first take off. It flew hands off and at about walking pace. Joe has built a number of these over his modelling career which he reckons dates back to 1937 when he was three years old !

Yes he is actually older than both **John Clarke** and myself !

The next test flight to take off was **Harvey Stiver’s** Nieuport 28, built from a Seagull Semi-ARF kit, again very successful and looked great in the air. Seen below before heading out from the pits. A magnificently finished model, **Harvey** is well pleased.

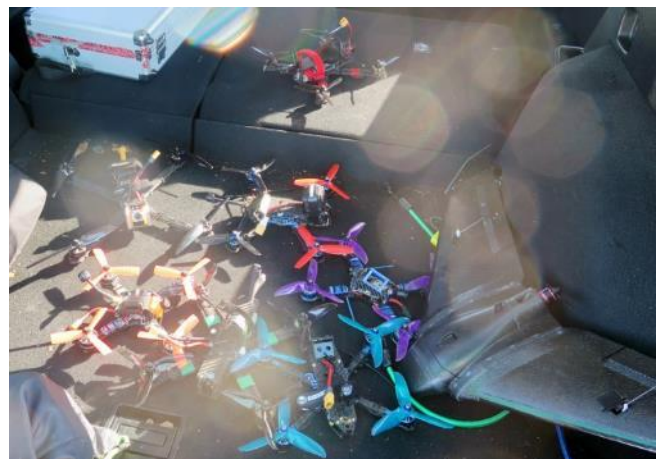






**Rob Mitchell** flew his Dominator TREX 700 Helicopter through some mind blowing manoeuvres, and it survived, even to the extent of mowing part of the strip whilst inverted. I think the big propeller thingy is supposed to be on the top ?? It is powered by 2x6S 5000 lipos in series and he had an impressive power station set up in the pits.

**Andre Wuepping**, a new member had a swarm of drones in the back of his car and had a ball flying them down at the eastern end of the pits. **Andre** is an Electronics engineer specialising in Robotics and needless to say he builds his own drones.







Good to see **Josh Burke** out flying, seen here with his Clubba, a survivor of the Club Junior build program we ran in the "Tractor Shed" about 5/6 years ago. Also flying the spitfire, one of my Profile Warbirds which dates back even further.



**Stuart Sturge's** lovely Auster graced the air for a few flights.



**Harvey's** Nieuport Scout on patrol, and impressive flyer.



**Clive Baker's** great aerial shots. Phil's Pup above



Stu's Auster on fly by and **Bill Roydhouse's** round engine Corsair Piloted by **Mike Shears** on finals.

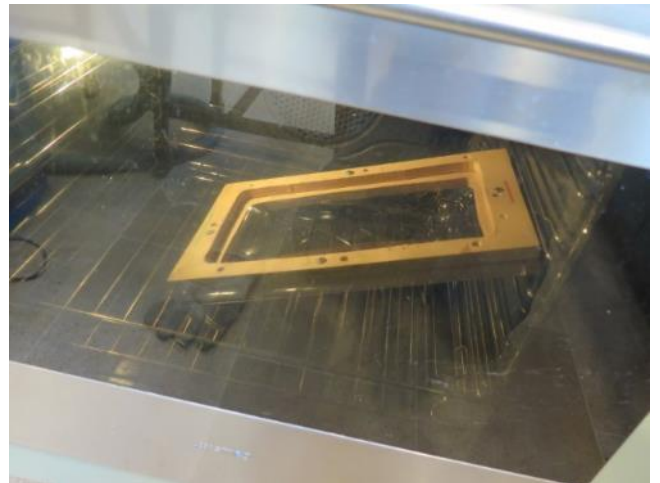




# Vacuum Forming Canopies & Parts. **Barrie Russell** Aug 2020



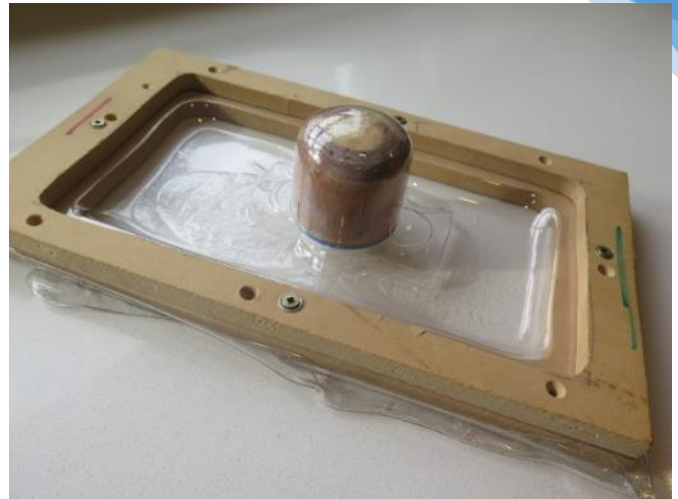
I was recently approached with a request to make some clear plastic turrets for a WW2 bomber. In a moment of weakness I said yes. I thought I'd write up the process I use and then from now on anyone can make their own if so inclined. Like many aspects of modelling, there are other ways of doing this, but here is how I do it. You need to make a vacuum table and a frame to hold the sheet of PET clear plastic sheet and then wait until your wife goes shopping for the morning so you can get access to her nice new fan oven and the household vacuum cleaner.



The table is made from 16mm MDF with a hole in the centre for the vac hose, and the Filter and bag removed from the vacuum cleaner for greater suction. The PET plastic sheet is fixed between two frames of MDF. The model is elevated slightly on the table plate so the air can be drawn out and down around it.

The framed plastic sheet is put into the pre-heated oven at 170 C and watched carefully. For a start the sheet will go quite wrinkly and then tighten up. Then you will see it starting to belly and when it sags about 40 to 50mms you're good to go. With the vac going, you push the framed plastic over the model and down flat to the table and hold for about 10 seconds. Remove from the frame and trim around the model. It is important not to have any undercuts on the model, and I should have put a very slight taper on this model to make it easier to get it out of the formed plastic, it was a struggle! The model is sat on standoffs above the vacuum hole to allow the air out. It's surprising that sheet plastic does actually absorb moisture, maybe just a molecular layer below the surface. If you get the plastic too hot, then the tiny droplets of water will turn to steam and you're left with a hazy film of bubbles.





Here is an earlier sheet showing the bubbles forming. It's important to "dry" the plastic sheet for a few days in the hot linen cupboard before using.

Here are the fruits of our labour. Three canopies pulled from 1.10 mm PET, not perfect but should suffice on a warbird. If I had the PET plastic available I would prefer 0.8 mm on a small job such as this, whereas for a large aerobatic model a canopy could be pulled from 1.5 to 2.0 mm material. Have a go, it's not all that difficult and help is always available, just give me a call. **Ed.** Ps. I source my PET clear plastic sheet from Classique Plastics in Wakefield St, Onekawa HB.



# Feature Article Aug 2020

## Hamish McLagan's FPV B-17 Project.



*Hamish contacted me after Marty very kindly offered my services to vacuum form a canopy (read the vac/forming article above in this issue. After talking with him all I can say is WOW !! He inquired how much he owed me and the answer was obvious ... An article please ! and true to his word, here it is. Have a read about this fascinating project. When it comes to electronics and the like, I think I'm still in the Wright Bros age !! Read on.....*

**WHEN FPV MEETS SCALE.** So, who likes B-17's ? Here comes a long story, 'coz well, there's a lot to this build.

So my mate has got the Hobbyking B-17 Memphis Belle. I've always admired it, he also had the same model as the Liberty Belle as a spare. One day he came over and just gave me the Liberty Belle! I was pretty stoked, but she was rough. So I thought I'd give it a makeover and change the livery to Blackjack. Then I noticed I had a bit of fpv gear



lying about. That's when the maddest fpv plan came to mind. So flying with mates is always better right, what if you were all flying the same plane? One that needed a crew. Here is where the plan started to formulate. Of course we needed a Pilot, and a bomber without a bomb bay, bomb drop and Bombardier is not really a bomber. If we've got 2 crew it can't be that hard to add a third right ? May as well make those 2 turrets pan and tilt and add a Gunner position too.

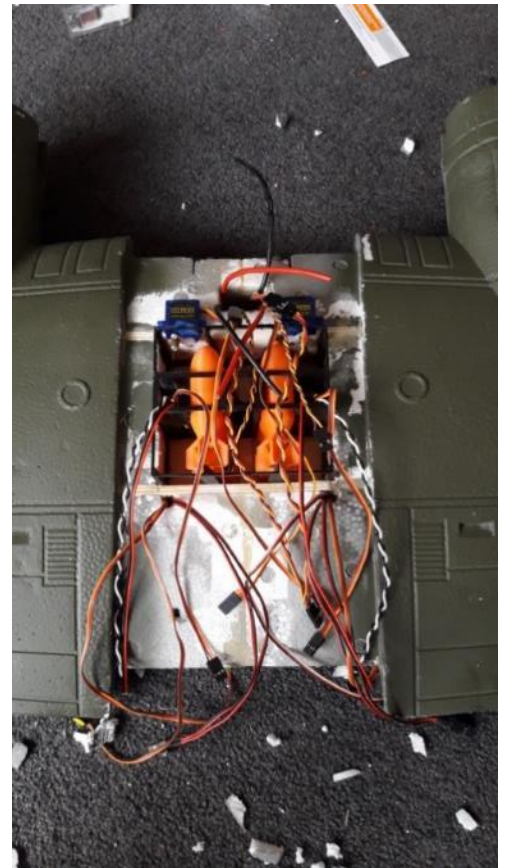


Here's the gear list. 3 rx's, 3 vtx's, 5 cameras, 15 servos, 4 motors, 4 esc's, 1 bec, Matek F765 Wing flight controller, 3 camera switchers, pan & tilt gun turrets, bomb bay, bomb drop, retracts, split flaps and nav lighting.

Here's how control works. The pilot will fly it and control the fc to maintain altitude and speed for bombing runs.



Being able to switch between 2 cameras. The gunner has control of the ball turret and top turret, being able to switch between the 2 of them. Both have 360° pan and 90° tilt. A camera in each. The bombardier has control of the bomb bay doors and 6 bomb drop. Cameras in the nose, 1 faces down at an angle as a bomb sight camera.



The Pilot cameras are one just above the nose bubble for a clear view. I tried this in the cockpit but the view below was non-existent which would make landings difficult. The other camera is shared with the Bombardier and is the one looking down as a bomb sight. Pilot vtx is under the left wing operating on 5945mhz with right hand polarisation at 600mw. Flight stabilisation provided by a Matek F765 Wing flight controller running iNav, with GPS inside the cockpit. This will give me the ability to run a few different flight modes. Manual (full control as normal), Acro (attitude hold at centre sticks), Loiter (circles at set radius at initiated location). Return to Home (as it sounds, flies itself back to the home point) and most importantly Cruise mode. This mode will be used for bombing runs to hold a specific altitude and ground speed, so that once the bomb aiming camera angle has been dialled in, bombing runs will be consistently accurate. This all from a Frsky rx running sbus that located

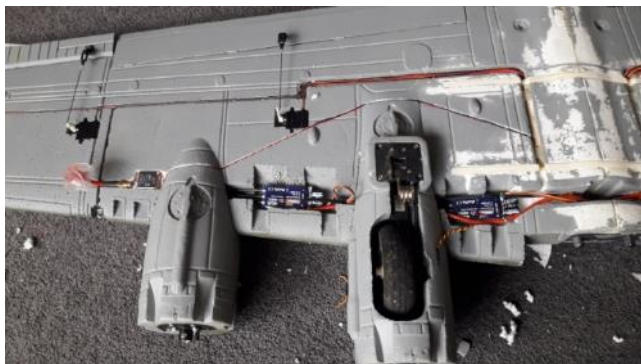
just in front of waist gunner position. The gunner has a camera in each turret. The turrets have been fitted with a 360' servo in the horizontal axis and a 90' micro servo in the vertical axis. The vtx for this is in the nose operating on 5790mhz with left hand polarisation at 600mw. The 6ch Frsky rx is located just aft of the top turret and power comes from the 3A BEC. Switching from one turret to the other also switches the camera feed and put the idle turret back to a zero position. A huge amount of mixing and logic conditions had to be written to make the turrets operate as they should instead of how a servo wants to. Now the further you move the stick the faster the turret will move, releasing the stick leaves the turret where it is. Special thanks to Barrie Russell for the help vacuum forming the bubble for the top turret after I butchered the original one!

The bombardier cameras are one in the nose "dome" and the one shared with the pilot as the bomb sight. The vtx for this is located under the right wing operating on 5645mhz with right hand polarisation at 600mw. The 4ch Frsky rx is located above the bomb bay and power for this also comes from the 3A BEC. Bomb bay doors can be opened then the 6 bombs released in one salvo.

In order to add the bomb bay, first a huge hole was cut in the centre of the wing. Finding out that the original model actually had no wing spar was a bit of a shock. I added a 6mm plywood spar forward and aft of the bay extending out to the inboard motors. The bombs, bomb racks, top turret and ball turret servo mounts were all 3D printed items. The doors were made from thin plywood with the foam from the cutout made earlier glued to them for the shape. I did try to make fibreglass doors using the wing as a mold but it became very evident that my skills here need a lot more practise. The elevator and rudder servos were originally located above the static ball turret so they had to be moved to make room for the turret controls. They are now located in the tail planes themselves which I prefer as it has very short control rods. Not much else really had to be done construction wise, just a spruce up with a bit of paint and some decals ordered from Callie Graphics. She has done an amazing job of the nose art which is different



on each side of the plane. One side being "The Blackjack", the original name. the other side being "The Jokers Wild" after the plane was renamed by the co-pilot after the Pilot was killed in action. CG has been a challenge and at this stage is still not 100% resolved. The 360' servos are quite weighty and combined with moving the tail control servos further back has resulted in her being tail heavy. I should be able to cure this by carrying bigger 3S batteries, also giving longer flight times. I was hoping to have differential thrust to assist in ground handling but iNav does not support this at this stage. I have managed to change a few things around making the nav lights only come on when the gear is down. There's a total of 14 wire connections to be made between the fuse and wings on assembly.



All that is left to do now is fit the vtx antennas (held up due to Covid), permanently fix all cameras, paint the underside of the wings. Then its testing and setting up the flight controller prior to the maiden. Hoping to eventually fly this in formation with my buddies Memphis Belle and maybe a fighter of similar scale with a camera wing or drone in chase.



I really have to stop procrastinating and finish this thing! I'm getting nervous just writing this article! Wingspan is 1875mm. Motors are, well, who knows, came with it and was told they were the upgraded ones. Props are 3 bladed 10x7 cw and ccw. AUW is not determined yet but will be around the 3kg mark.





I will keep Barrie updated as to maiden flight results and any further flights. I'll be sure to take a heap of pics while she is still looking pretty.

Happy flying , **Hamish McLagan.**

*What a mind boggling project in such a small nicely shaped block of foam !! Hamish has offered to bring the model to the club and demonstrate further down the track. M'thinks it would be an excellent drawcard for a club night some time. All the best for a successful project Hamish, we look forward to further news and success from you.*

*Thanks for sharing the project with us. **Ed.***



Mum says "Can she have the tool box" the mower won't start



'I suppose it's the novelty of seeing a woman fly a model plane'.

# HELPFUL HINTS & INFO Aug 2020

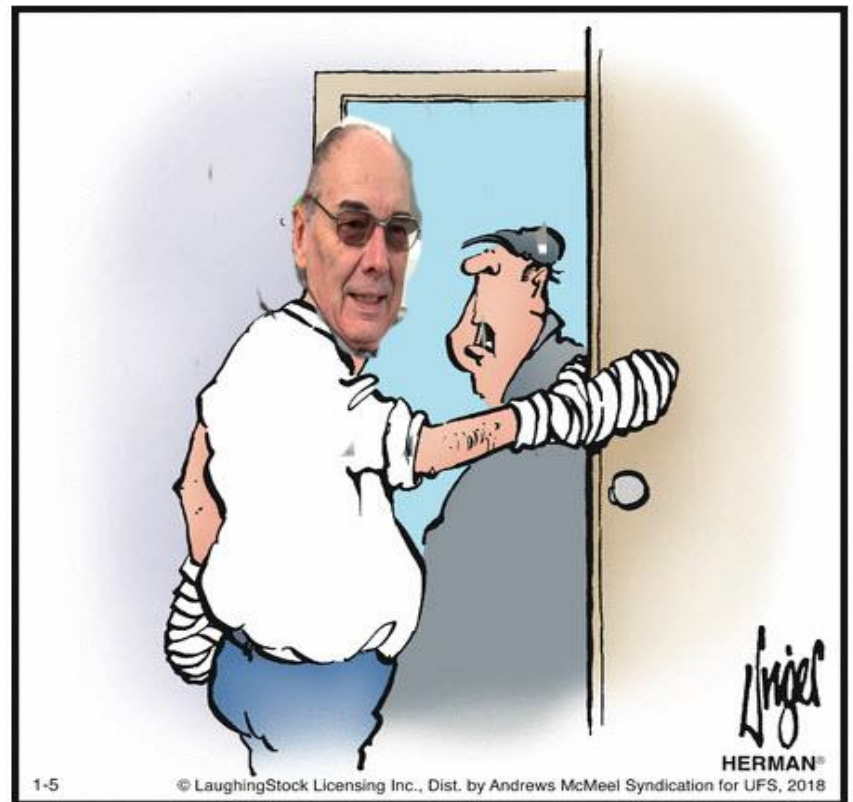


Following on from our hint about adhesives last month, Technical man Barry Lennox has sent in this information.... “ From an article in 2007 I made a brief note of the results. I'm pretty sure this is tensile strength, but can't recall the overlap area. Still, it gives you a good comparative guide.....”

Epoxy            2024 lbs force to fail.  
 Titebond 3     1994 lbs force  
 Aliphatic PVA 1925 lbs force  
 Hide glue (liquid) 1595 lbs force  
 Hide glue (granular) 1531 lbs force  
 Polyurethane    1164 lbs force

Looks like aliphatic PVA is about the best for the money.

**Isolation Plugs** We highlighted this topic in last month's issue. I've just received a packet of ten XT60 sockets from an Ali Express supplier, cost a whole \$1.70 each. Easy to wire up and very cheap insurance following Mike A's and Rob L's and my advice. We all agree, they or some similar and easily accessible isolating device should be made compulsory on electric powered models.



“You the Guy with the model RC motor for sale ?”



**From Gavin Shute**, also on cloud formations, he writes.....

.....**Hi Barrie** Attached is a photo of a cloud formation that was sitting over Napier last Wednesday afternoon. The cloud is called Mammals. It is formed when warm air is descending which is the opposite to normal. This cloud is also known as the Upside Down cloud and the Woman's Bosom cloud. It only lasted for about 5 minutes. It is very rare and is usually associated with storm clouds. This was the second time that I have seen it in my lifetime. It is not shown on any of my cloud charts.

**Gavin.**



**Mark** sent in this piece of news, which I guess is doing the rounds in various forms....

<https://youtu.be/BgtivK5T5x0>

Rob Lockyer had sent me a note earlier with the news that Hobby King in the States have been fined 2.8 Million \$US  
[https://docs.fcc.gov/public/attachments/DOC-365706A1.pdf?fbclid=IwAR3MzVtrUj7NLF0r3RhyZnQ9g4xGYujzdxPYXmhrbrc2J\\_0p8JnmFCHc5Q](https://docs.fcc.gov/public/attachments/DOC-365706A1.pdf?fbclid=IwAR3MzVtrUj7NLF0r3RhyZnQ9g4xGYujzdxPYXmhrbrc2J_0p8JnmFCHc5Q)

I guess this is a test case, so who and what next and how long before they have any sort of resolution.

One wonders for the future of Drones/Helis and then what next, especially in the US. Is this the thin edge of the wedge as we're seeing in the UK to eventually control all unmanned aerial flying things. You might all have to join the Vintage movement and go back to building models that weight less than 250 grams (half a pound ?) At this stage without stating the obvious, there are a lot of good reasons for living in this area of the planet don't you think ?

This in from Dave Neilson  
 President of Matamata Piako club.

Talk to our Treasurer, he could be interested in going.



# Waharoa Warbirds

**Saturday October 17th**

**114 Jagers Rd, Waharoa**



**BBQ lunch**

**Prizes on the day**

**9am gates open**

**Fly until dark**

**Camping available**

**Welcome to fly at club day on Sunday**

Page 10 Model Flying World



# The NOSTALGIA FILES. Aug 2020



**Hi Members,** This is an area where we can display our past wares and recall those Vintage years of “ago”, recent past and old past. Have a look through your files and old albums and let’s share those images and stories and record them for posterity. They may not get published right away, but will feed them in as space allows over the months that follow on a continuing basis. **Ed.**



**HBRF Club Photo 2003.**

**Gavin Shute** writes..... Here are a couple of photos taken in 1969, I used to fly a bit of control line Team Racing and A2 Free Flight plus other disciplines in those days at the Wellington flying field at Trentham rifle range and the Nationals competitions. The Team Racer was a class B team racer powered by an MVVS diesel. I flew it in the 1970 Nationals at Fielding. My pitman was **Jack Tickner** of the Wellington MAC. The A2 glider was of my own design (not a contest winner).





This could also be called **Vintage Nostalgia** and was written not long after I Joined the club at Highway 50. I've extracted it from the **September 1987 edition of PROPWASH**, and it was written by none other **than Mister Vintage himself, Bernard Scott** who was also Bulletin Editor at the time before he emigrated north, Let his words speak for themselves.

## Vintage Aeromodelling

Contrary to popular opinion, the title does not refer to a post-retirement activity, but to the flying of models that were produced in kit or plan form before 1st Jan 1952.

With the wide variety of modern plans and designs that are available, delving into aeromodelling's archives might seem to be an unnecessary complication, however there are many reasons why the vintage classes are gaining popularity. Some of them are:

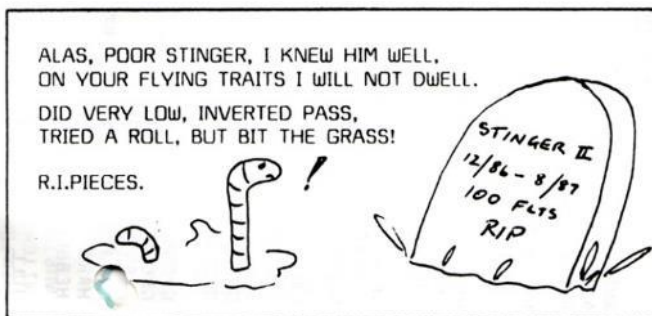
1. Greater enjoyment per dollar
2. Traditional building techniques
3. Low-key competition
4. Attractive models
5. Nostalgia.

The last reason is probably the most powerful incentive for long-time modellers who recall how, in the 'old days', the wind never blew, motors always started first, Flick (and only cost 7/6½d !), rubber never broke, and flyaway models were always returned by jovial farmers.

Modellers with fewer years under their belts are more likely to be attracted by the models. Anyone who reads the hobby's magazines will have encountered models such as 'Stratostreak', 'Ranger', 'Scram', 'Clipper', 'New Ruler', and 'Request'. Each has its own personality (or oddity), perhaps because it was designed at a time when modellers were searching for the optimum configuration, and were experimenting to this end.

There is a parallel between the development of model designs and the designs of automobiles. "All modern cars look alike" is a justified complaint, as bodybuilders have attempted to reach a shape that is fuel efficient and in doing so have ended up with look-alikes (Mazda/Ford, Honda/Rover). Aeromodels that use the optimum wing on the optimum fuselage will tend to have a similarity to one another as well.

Occasionally a new design breaks from what is considered safe, and has the attention grabbing flair of the previously mentioned vintage models.



Little did he know looking 33 years ahead, what a strength the vintage movement would become. Well said Bernard. Ed.

There are five classes of vintage model flown in NZ.

- They are:
1. Vintage Power
  2. Vintage Rubber
  3. Vintage Glider
  4. Miniature Replica
  5. Vintage R/C Assist.

"The intended character of these events is that they shall be relaxed, informal and of nostalgic appeal to both competitors and spectators. The events are not intended to advance the technical state of aeromodelling, but set out to illustrate the progress of it."  
(NZMAA Rulesbook)

### Vintage Power

The object of this class is to fly for exactly 120 seconds. Engine run is not restricted. If the flight time is under or over the required two minutes, points are deducted. In Nationals competitions, consideration is given to the use of a vintage spark ignition engine.

### Vintage Rubber and Glider

Maximum recorded flight times for both these classes is 180 seconds, but no deduction is made for longer flights. Gliders are towed aloft with 50m lines.

### Miniature Replica

The models in this class are reduced size copies of pre 1/1/51 designs. They are powered by engines of .55cc maximum, and must have a wingspan of less than 36". An engine run of 12sec is allowed and the maximum recorded flight time is 120sec.

### Vintage R/C Assist

Both flight times and landing points are allocated here. A 180sec flight is the aim, concluding with a

For a full description of the Vintage classes, see the NZMAA rulesbook (pp 29-34) or the F/F rulesbook (section 9).

The Association of Vintage Aeromodellers of NZ (AVANZ) is an informal group of enthusiasts under the auspices of Ivan Treen. Ivan runs a plans library with a wide selection available for loan. The contact address is: 20 Konini Street, Levin.

Within the HBRF, members who come to mind as being involved in one or more of the vintage disciplines include G.Main, M.Small, H.Stiver, G.Madder, and B.Scott.

Why not make your next model a 'Classic'?



# Shed Activity

August 2020



Our Aviators' "Men's Shed" is back running as a regular Tuesday morning affair. Hot Cuppas and sometimes treats and a good deal of camaraderie, discussion, new plans and set ups and problems solved and the **Simulator** always gets a good workout. And if the weather is too good to be sitting around chin wagging, then for those who threw in a Radian or another model, then it's only a few hundred meters down to the field. What could be a better way to spend a Tuesday morning? Must be working out as I counted fifteen through the door on **Tuesday 7<sup>th</sup> July**, first one for this month.

**John Aitken** brought the DHC-6 Twin Otter out for some more help with the set up, plenty of advice from all and sundry, and he went home with most problems solved. He has purchased contra rotating props which should make flying easier. **Jayden** was back home for the holidays and reports his air apprenticeship is going well down in Marlborough. Good to see him pursuing an aviation related career.



Our four Gollywock builders were soaking up information about their up-coming build, with Barry Price giving first hand advice and answering questions. They now have their balsa supplies and plans and are under way. Tony, Barry K, Mark and Stan all in there.



Good to see **Jim Bourke** back at his workbench making progress on his Cessna. This is where the shed is such a great asset for members who like **Jim** don't have workshop facilities at home and can enjoy the club facility and other members' company.

I threw another spanner in the works bringing a **Red Ripper** plan out for perusal and comment. I'm keen to build one for Vintage IC Duration and IC Texaco events, I might have hooked **Barry P** on this one.

Watch this space, more in the Vintage Report. **Another productive and enjoyable morning at "Shed Awatoto".**



**Tuesday 14<sup>th</sup>**, cold and wet and quiet. **Barry K** brought the Gollywock plan in for more information and discussion... All good, ten turned out for a coffee and a cuppa and a chat. **Brian** got some aerobatic practise in the flight sim under **Mike's** watchful eye. Looks like a workshop week, the forecast ain't great !



## A CLOSING SMILE. August 2020



A passenger piled his luggage on the scale at an airline counter in New York and said to the ticket agent: "I'm flying to Los Angeles. I want the large bag sent to Denver and the two small ones to Cincinnati." "I'm sorry sir, but we can't do that," said the ticket agent. "That's good to hear because that's where they ended up the last time I flew this route."

I couldn't find my luggage at the airport baggage area and went to the lost luggage office and reported the loss. The woman there smiled and told me not to worry because she was a trained professional and said I was in good hands. "Now," she asked me, "Has your plane arrived yet?"

A woman accompanied her husband to the doctor's office. After his check up, the doctor called the wife into his office alone. He said, "Your husband is suffering from a very severe disease, combined with horrible stress. If you don't do the following, your husband will surely die." "Each morning, fix him a healthy breakfast. Be pleasant, and make sure he is in a good mood. For lunch make him a nutritious meal he can take to work. And for dinner, prepare an especially nice meal for him."

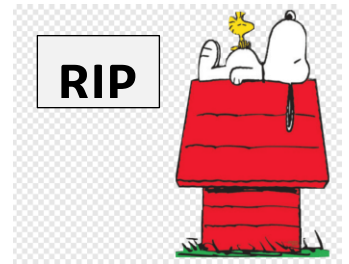


"Don't burden him with chores, as this could further his stress. Don't discuss your problems with him; it will only make his stress worse. Try to relax your husband in the evening by wearing lingerie and giving him plenty of backrubs."



"Encourage him to watch some type of team sporting event on television. And most importantly, be romantic with your husband and satisfy his every whim. If you can do this for the next 10 months to a year, I think your husband will regain his health."

On the way home, the husband asked his wife, "What did the doctor say?"



"You're going to die," she replied.

*On that note it's time to wrap up another issue, I think it's got away on me a bit. Must admit I'm still coming to terms with quantity and quality so please don't be dismayed if your copy and pictures don't appear straight away. They certainly haven't been forgotten or rejected and the bigger bank of news and articles I can build up the better. Having experience of past editing I know things can dry up very quickly. However, I'm surely not complaining as I am being marvellously supported and long may it continue.*

*One thing that is dear to an editor's heart is feedback and at present you're getting mainly what I think you want in a club newsletter. Please make contact, tell me your preferences, likes and dislikes and then if necessary we can modify things to suit.*

*The way things are looking club wise, I think we are in for an exciting year. What better way to foster aeromodelling than with an older experienced base membership and a growing intake of eager and respectful juniors. Experience and youth, what an exciting mix and a way to go.*

*Once again, it's goodnight from me and looking forward to all your contributions.*

*Fly safe,*

**Barrie the editor.** MFHB 1<sup>st</sup> August 2020.